

Fiscal: No Fiscal Impact

Revenue: No Revenue Impact

Action Date: 03/30/15

Action: Do Pass With Amendments. (Printed A-Eng.)

Meeting Dates: 02/18, 03/30

Vote:

Yeas: 5 - Beyer, Girod, Monroe, Riley, Thomsen

Prepared By: James LaBar, Committee Administrator

WHAT THE MEASURE DOES:

Clarifies that “transportation facility” means any physical facility that moves, or assists in the movement of, people or goods. Requires the Land Conservation and Development Commission to adopt or amend rules as necessary to allow a city or county to propose transportation improvements located outside of that city or county when the city or county is considering an amendment to a functional plan, comprehensive plan or land use regulation and the amendment would significantly affect a transportation facility within the city or county. Allows highway mobility targets established for highway corridor as a basis for proposing transportation improvements located in another city or county. Requires the Department of Transportation and the Department of Land Conservation and Development to jointly submit a report before September 16, 2015 describing the rule process described above. Declares emergency, effective on passage.

ISSUES DISCUSSED:

- TRIP97 Partnership in Central Oregon
- Cities and local governments collaborating for economic development
- Voluntary program to provide flexibility
- Existing statutes regarding Land Conservation and Development Commission
- Potential impact on developers

EFFECT OF COMMITTEE AMENDMENT:

Replaces original measure.

BACKGROUND:

When the Oregon Department of Transportation (ODOT) and Land Conservation and Development Commission (LCDC) consider a city’s proposal for job creation and development along a state highway, the entities primarily consider the impact of that development on the specific intersection or location. If a community is unable to mitigate the vehicle impact at that specific location or in that specific community, the development can be rejected, even if it brings significant economic benefits to a region.

Senate Bill 120-A proposes an alternative mitigation strategy that allows a community or region to collectively work together to mitigate the impact of a particular development by developing improvements to the state highway system elsewhere in the region in a designated highway “corridor.” For instance, if improvements could be made three miles or five miles away that could preserve or even enhance the flow of traffic or preserve mobility in the corridor as a whole, ODOT and LCDC could consider approving the proposal. Additionally, this “corridor approach” proposal would be optional, and possibly spur better cooperation between cities, counties, the state and others in a state highway corridor.